

The bikeway projects and facility improvements recommended in the Plan will incorporate programs designed to educate people about bicyclists' rights and responsibilities and safe bicycle operation; connect current and future bicyclists to existing resources; and encourage residents to bicycle more frequently.

This chapter outlines several potential programs that the County will pursue, as well as programs that the County currently provides and will continue. Recommendations presented in this chapter are divided into the following four categories: education, enforcement, encouragement and evaluation programs. Implementation of the programs will require coordination between various County departments. The County will pursue funding for these programs along with the proposed bikeway projects as implementation of the Plan moves forward. Table 5-6 in the next chapter provides the implementation strategies for the proposed programs outlined in this chapter.

4.1 Education Programs

Education programs enable bicyclists, pedestrians, and motorists to understand how to travel safely in the roadway environment and be aware of the laws that govern these modes of transportation. Education programs are available in an array of mediums, from long-term courses with detailed instruction to single sessions focusing on a specific topic. Curriculums should be tailored to the target audience and to the format of instruction. The education programs described in the remainder of this section are recommended for implementation in the unincorporated County of Los Angeles:

- Community Bicycle Education Courses
- Youth Bicycle Safety Education
- Bicycle Rodeos
- Share the Path Campaign
- Public Awareness Campaigns

The County shall coordinate with LACMTA and local jurisdictions to evaluate the efficacy of different education programs and partner with these stakeholders where appropriate to reach a wider audience throughout the County.

4.1.1 Community Bicycle Education Courses

Target audience	General Public, County employees
Primary agency	DPW & DPH
Potential partners	Bicycling groups such as Los Angeles County Bicycle Coalition (LACBC), Cyclists Inciting Change thru LIVE Exchange (C.I.C.L.E) and Sustainable Streets; local Jurisdictions; bicycle shops
Purpose	Educate users of all age groups and skill levels on safe bicycling skills pursuant to Policy 3.1
Resources	www.bikeleague.org/programs/education/courses.php

Most bicyclists do not receive comprehensive instruction on safe and effective bicycling techniques, laws, or bicycle maintenance. Bicycle skills courses can address this deficiency by providing on-bike maneuvering, traffic negotiation, and crash avoidance techniques, as well as instruction on bicycle safety checks, fixing flat tires, and adhering to bicycle traffic laws. The League of American Bicyclists (LAB) developed a comprehensive bicycle skills curriculum which is considered the national standard for adults seeking to improve their on-bike skills. The classes available include bicycle safety checks and basic maintenance, basic and advanced on-road skills, commuting, and driver education.

Many community groups such as the Los Angeles County Bicycle Coalition (LACBC), Cyclists Inciting Change thru LIVE Exchange (C.I.C.L.E) and Sustainable Streets offer adult LAB courses taught by League Certified Instructors on an ongoing basis. The County can partner with these groups to conduct targeted safety education for County residents, or incorporate them into other County programs that encourage healthy lifestyles, such as the Department of Parks and Recreation's "Healthy Parks" program. Common LAB adult courses are Traffic Skills 101, Traffic Skills 102, and Commuting.

The community bicycle skill courses can also include distribution of bike repair kits or other free material, and offer free bicycle repair to encourage public participation. The skill courses can be made available to individual members of the public and also to existing groups such as employees of local business, County employees and university college students.

4.1.2 Youth Bicycle Safety Education

Target audience	School-age Children
Primary agency	DPW, DPH & LACOE
Potential partners	School Districts and parent groups, local volunteers, League of American Bicyclists instructors, bicycle groups
Purpose	In-school and/or after-school on-bike skills and safety training
Resources	National Center for Safe Routes to School guide: http://www.saferoutesinfo.org/guide/education/key_messages_for_children.cfm LAB's Kids I and II curriculum: http://www.Bikeleague.org/programs/education/courses.php#kids1 BTA's Bike Safety Education Program: http://www.bta4bikes.org/resources/educational.php

Youth bicycle safety programs educate students about the rules of the road, proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of bicycling. Such education programs are frequently initiated as part of Suggested Routes to School programs.

Bicycle safety education can be integrated into classroom time, physical education periods, or taught after school. Classroom activities teach children about bicycling and traffic safety through lessons given by a volunteer, trained professional, law enforcement officer, or teacher. Individual lessons should focus on one or two key issues and include activities that are specifically designed to entertain and engage the targeted age group. Pedestrian safety topics are generally most effective for children in kindergarten through third grade,

whereas bicycle safety lessons are more appropriate for fourth through eighth grade students.³⁶ The National Center for Safe Routes to School (SR2S) online guide summarizes key messages to include in pedestrian and bicycle safety curriculums.

In addition to classroom-based activities, periodic “safety assemblies” can also be used to provide bicycle safety education. Safety assemblies are events that convey a safety message through the use of engaging and visually stimulating presentations, videos, skits, guest speakers, or artistic displays. Assemblies should be relatively brief and focus on one or two topics. Classes receiving on-going instruction on related topics can participate by presenting what they are learning to the rest of the school. Safety assembly lessons can be reinforced throughout the school year by reiterating the message in school announcements, school newsletters, posters, or other means. In addition to providing safety instruction, safety assemblies generate enthusiasm about biking.

On-bike safety education presented by professionally trained teachers, bicycling organizations, or other volunteers should include:

- Identifying the parts of a bicycle
- How a bicycle works
- Flat fixing
- Rules of the road
- Right of way
- Road positioning
- On-bike skills lessons (braking, turning, steering)
- Riding with traffic

4.1.3 Bicycle Rodeos

Target audience	School-age Children
Primary agency	DPW & DPH
Potential partners	School Districts and parent groups, CHP, Sheriff's Department and local law enforcement, bicycle groups
Purpose	Teach children basic bicycle skills through a fun activity
Resources	Safe Routes to School online guide: http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm http://www.saferoutestoschools.org/pdfs/lessonplans/RodeoManualJune2006.pdf

Bicycle Rodeos are individual events that help students develop basic bicycling techniques and safety skills through the use of a bicycle safety course. Rodeos use playgrounds or parking lots set up with stop signs,

³⁶ Safe Routes to School National Partnership, <http://www.saferoutespartnership.org/state/bestpractices/personalsafety>

traffic cones, and other props to simulate the roadway environment. Typically, students are taught basic maneuvering tips and are taught to stop at stop signs and look for on-coming traffic before proceeding through intersections.

Bicycle Rodeos also provide an opportunity for instructors to ensure children’s helmets and bicycles are appropriately sized, and can include free or low-cost helmet distribution and/or bike safety checks. Trained adult volunteers can administer rodeos, or they may be offered through the local police or fire department. Bicycle Rodeos can be conducted as part of school events or in conjunction with other community-wide events to engage parents and obtain their support for bicycling as a valid transportation choice.

4.1.4 Share the Path Campaign

Target audience	Users of multi-use paths and Class I bike paths
Primary agency	DPW & Los Angeles County Department of Parks & Recreation (DPR)
Potential partners	CHP, Sheriff’s Department and local law enforcement, bicycle groups, local bicycle retail and rental shops
Purpose	Educate path users, including bicyclists, pedestrians, joggers, and dog walkers on being safe and respectful to others on multi-use paths
Resources	City of Portland, OR: http://www.portlandonline.com/shared/cfm/image.cfm?id=163129

Conflicts between bike path users can be a major issue on popular, well-used path systems. “Share the Path” campaigns promote safe and courteous behavior. These campaigns typically involve distribution at bicycle rides and other public events of bicycle bells and other bicycle paraphernalia, and brochures with safety tips and maps.

Effective “Share the Path” campaigns generally require the following actions:

- Developing a simple, clear “Share the Path” brochure for distribution through local bike shops and wherever bike maps are distributed.
- Public service announcements promoting courtesy and respect to encourage all path users to share the path safely.
- Hosting a bicycle bell giveaway promotion at a community event, such as a popular bicycle ride on a shared-use path. Bell giveaways provide positive stories about bicycling and good visual opportunities for marketing. A table is typically set up near the start line with maps and brochures, and event organizers are present to answer questions and mount the bells on handlebars at the event (bells that require no tools for installation such as BBB EasyFit bells are recommended). The event organizers and corporate sponsors can also assist with media outreach to publicize the event.
- Volunteers and County staff can partner to distribute “Share the Path” brochures to other path users (e.g., pedestrians with strollers or pets).

4.1.5 Public Awareness Campaigns

Target audience	Motorists, Bicyclists and Pedestrians
Primary agency	DPW
Potential partners	Bicycle groups, health organizations, local transit agencies (for advertising)
Purpose	Increase awareness of bicycling; promote safety
Resources	Sonoma County (CA) Transit: http://www.sctransit.com/bikesafe/bikes.htm

A high-profile outreach campaign that highlights bicyclist safety is an important part of helping all roadway users – motorists, pedestrians and bicyclists alike – understand their roles and responsibilities on the roadway. This type of campaign is an effective way to raise the profile of bicycling and improve safety for all roadway users.

A public awareness campaign should combine compelling graphics and messages with an easy-to-use website targeted to motorists, pedestrians and bicyclists. The safety and awareness messages can be displayed near high-traffic corridors (e.g., on billboards), printed in local publications and broadcast as public service announcements. A well-produced public awareness campaign will be memorable and effective and include clear graphics in a variety of media, distribution of free promotional items, and email or in-person outreach. This type of campaign is particularly effective when kicked off in conjunction with other bicycling events.

The public awareness campaign should address many of the following safety issues:

- How to share the road (for both motorists and bicyclists)
- Proper roadway positioning and etiquette
- Bicycling rights
- Safe bicycling skills
- Yielding to pedestrians
- Where bicycling is permitted and where bicyclists should walk their bikes
- Light and helmet use

4.2 Enforcement

Enforcement programs target unsafe bicyclist and motorist behaviors and enforce laws that reduce bicycle/motor vehicle collisions and conflicts. Enforcement fosters mutual respect between roadway users and improves safety. These programs generally require coordination between law enforcement, transportation agencies, and bicycling organizations.

Enforcement activities are undertaken by different agencies throughout the County of Los Angeles. The California Highway Patrol is responsible for enforcement on unincorporated County roadways. The local police departments in the incorporated cities are responsible for enforcement of the County-operated Class I bike paths in their jurisdiction. Some cities may have elected to contract with the Los Angeles County

Sheriff's Department for law enforcement in their jurisdiction. For those cities, the County Sheriff's Department is responsible for enforcement along the Class I bike paths.

4.2.1 Bicycle Patrol Unit

Target audience	Cyclists and motorists
Primary agency	CHP, Sheriff's Department and local law enforcement agencies
Potential partners	DPW
Purpose	Increase safety by promoting awareness of bicycle/motorist issues and conflicts
Resources	http://www.bta4bikes.org/btablog/2008/01/30/alice-award-nominee-chief-jon-zeliff/

On-bike officers are an excellent tool for community and neighborhood policing because they are more accessible to the public and able to mobilize in areas that patrol cars cannot reach (e.g., overcrossings and paths). Bike officers undergo special training in bicycle safety and bicycle-related traffic laws and are therefore especially equipped to enforce laws pertaining to bicycling. Bike officers help educate cyclists and motorists through enforcement and also serve as excellent outreach personnel to the public at parades, street fairs, and other gatherings.

Vehicle statutes related to bicycle operations are typically enforced on bikeways as part of the responsible traffic enforcement agencies' normal operations. Such agencies may also consider using bicycle patrol units to proactively enforce bicycle-related violations. Spot enforcements are highly visible and publicly advertised. They may take the form of intersection stings, handing out informational sheets to motorists, bicyclists and pedestrians, or enforcing speed limits and right-of-way at shared use path/roadway intersections. Targeted enforcement can be undertaken as a component of a Share the Road campaign. Plain clothes officers on bicycles can stop motorists and cyclists not following the rules of the road and provide educational material, as well as cite the transgressors. An officer on a bicycle could observe the offense and radio to an officer in a chase car who will make the stop. Bicycle patrol units can also effectively enforce a bike light requirement which is discussed in the next section.

4.2.2 Bicycle Light Enforcement

Target audience	Cyclists
Primary agency	CHP, Sheriff's Department and local law enforcement agencies
Potential partners	Bicycle groups
Purpose	Increase safety by providing bicycle lights to bicyclists
Resources	Community Cycling Center (Portland, OR): http://www.communitycyclingcenter.org/index.php/programs-for-adults/get-lit/ San Francisco Bicycle Coalition: http://www.sfbike.org/?lights

A bicycle light enforcement program can issue “fix it” tickets or warnings to bicyclists without lights and distribute safety brochures. The actual installation of free bike lights on the spot is a common alternative.

Many bicyclists ride without lights or with dysfunctional lights and are unaware that during darkness, lights are required by California law. Bicycling without lights reduces bicyclists’ visibility and visibility to motor vehicles and therefore increases bicyclists’ risks of being involved in bicycle/car crashes. For these reasons, increasing bicycle light usage is a top priority for the County.

Bicycle light enforcement can effectively impact behavior, particularly if bicyclists are able to avoid penalty by obtaining a bike light. One option is for officers to give offenders warnings, explain the law, and install a free bike light at the time of citation. Alternatively, officers can write “fix it” tickets and waive the fine if bicyclists can prove that they have purchased a bike light within a specified timeframe. When citing bicyclists, officers can also provide coupons for free or discounted lights at local bike shops, if available.

Bicycle light enforcement can be implemented in tandem with outreach efforts. Bike light outreach campaigns can include the following components:

- Well-designed public service announcements reminding bicyclists about the importance of bike lights can be placed on transit benches, transit vehicles, and local newspapers.
- Partnership with local cycling groups to get the word out to their members and partners. Groups should be supplied with key campaign messages to distribute to their constituents, along with coupons for free or discounted bike lights.
- Distribution of media releases with statistics about the importance of using bike lights and relevant legal statutes.
- In-school presentations about bike lights, including reflective material giveaways.
- A community bike light parade with prizes.
- Discounts on bike lights and reflective gear at local bike shops.

4.3 Encouragement Programs

Encouragement programs are generally characterized by their focus on encouraging people to bicycle more frequently, particularly for transportation. Encouragement programs increase the propensity for bicycle trips by providing incentives, recognition, or services that make bicycling a more convenient transportation mode. The following encouragement programs are recommended for implementation in the unincorporated County and described in more detail in the remainder of the section:

- Suggested Routes to School
- Family biking programs
- Bicycling maps
- Valet bike parking at events
- Local partnerships for more bicycle parking
- Bike to Work Week/Month

- New bikeway parties
- Bike and Hike to Parks Programs

4.3.1 Suggested Routes to School

Target audience	Students and their parents; school administrators, faculty, and staff
Primary agency	DPW & LACOE
Potential partners	Schools, school districts and parent groups, CHP, Sheriff's Department and local law enforcement agencies, bicycle groups
Purpose	Provide parents and children with recommendations for safer and direct routes to walk/bike to school
Resources	County of Los Angeles Suggested Routes to School Program http://ladpw.org/tnl/schoolroute/

Suggested biking and walking route maps direct students to walk and bicycle along the safest routes to school. These maps include arrows to indicate the routes and show stop signs, signals, crosswalks, sidewalks, trails, overcrossings, and crossing guard locations surrounding the school. Maps can be distributed by school officials to parents to encourage their children to walk and bike to school. Having County staff, such as a traffic engineer, review and approve the maps can ensure that they reflect up-to-date traffic information.

Factors to consider in the process of creating routes include:

- Presence of sidewalks or paths
- Presence of bikeways
- Traffic volumes and speeds
- Roadway widths
- Convenience, directness
- Number of crossings
- Types of controls at intersections, e.g., stop signs or signals
- Crossing guards
- Surrounding land uses

The maps should be focused on the attendance boundary of a particular school. Suggested walking and biking maps may tie directly to a community's existing or proposed sidewalk, traffic control, and park networks. Routes should take advantage of low volume residential streets, and off-street facilities such as bike paths, sidewalks, and pedestrian bridges. Identifying where crossing guards, traffic signals, or stop signs provide the safest crossing locations is a major component of developing a suggested route.

4.3.2 Family Biking Programs

Target audience	Parents and Families
Primary agency	DPW
Potential partners	Regional bicycling groups, local volunteers, local bicycle shops
Purpose	Educate and encourage parents on how to ride bicycles with children
Resources	Kidical Mass: http://www.kidicalmass.org/locations/ Geared 4 Kids: http://www.geared4kids.org/

Family bicycling programs equip families with information and tools so that parents can safely transport children by bicycle and help children learn bicycling skills. Family biking programs provide a level of security and certainty to parents that the family is receiving appropriate training on safety issues and safe practices. Activities include trainings or safety courses, group rides, bicycle safety checks, basic bike maintenance workshops, the distribution of maps and information on bicycling with children, and more.

4.3.3 Bicycling Maps

Target audience	General Public
Primary agency	DPW
Potential partners	LACMTA, Southern California Association of Governments (SCAG)
Purpose	Assist bicyclists in wayfinding by offering a map with clear symbols and graphics, destinations and services attractive for bicyclists, and good selection of routes
Resources	City of Long Beach, CA: http://www.longbeach.gov/civica/filebank/blobdload.asp?Blobid=27418 City of Los Angeles, CA: http://www.bicyclela.org/pdf/BikeMapWestsideCC.pdf San Diego Region Bicycle Map: http://www.icommutesd.com/Bike/BikeMap.aspx

One of the most effective ways of encouraging people to bicycle is by distributing maps and guides to show that the infrastructure exists, demonstrate how easy it is to access different parts of the community by bike, and highlight unique areas, shopping districts, or recreational areas. Maps can also support bicycle tourism. Maps can be County-wide, community-specific, or neighborhood maps, and can be available on paper and/or online.

4.3.4 Valet Bike Parking at Events

Target audience	General Public, event attendees
Primary agency	Los Angeles County DPW
Potential partners	Bicycle groups, local volunteers
Purpose	Encourage bicycle travel; offer appealing alternative to driving for event attendees
Resources	LACBC: http://la-bike.org/projects/bike-valet San Francisco Bicycle Coalition: http://www.sfbike.org/?valet

Convenient, secure bike parking at large events can make bicycling to an event a more attractive option. Valet bike parking provides secure, staffed temporary facilities for the storage of bicycles during large events. Sometimes these are outdoor, temporary structures; however, indoor bicycle storage locations can be designed into future venues that host sporting events, festivals, and other events where large numbers of people gather.

Valet parking systems generally work like a coat check: the cyclist gives their bicycle to the attendant, who tags the bicycle with a number and gives the cyclist a claim stub. The valet bike parking can also accept non-motorized devices such as rollerblades, baby strollers, and push scooters. When the cyclist returns to get the bicycle, they present the claim stub and the attendant retrieves the bicycle for them. Locks are not needed. The valet is generally open for a couple of hours before the event and a shorter time after the event.

Local bicycling groups such as LACBC offer secure, professional, and attended bike valet services. The County should work with these groups and volunteers to provide this service at their events.

4.3.5 Local Partnerships for More Bicycle Parking

Target audience	General Public
Primary agency	DPW
Potential partners	LACMTA, local shops, bicycle groups
Purpose	Make bicycle parking easily available for residents in unincorporated County areas
Resources	City of Long Beach, CA: http://www.bikelongbeach.org/ City of Portland, OR: http://www.portlandonline.com/transportation/index.cfm?c=34813

Bicycle parking is a major factor in whether individuals choose to use a bike for commuting to work or for running errands. The County shall evaluate the feasibility of seeking grant funding and partnering with local stakeholders to make bicycle parking available at no or low-cost at all key destinations in unincorporated County areas. Long Beach, CA has innovative programs where bicycle racks are provided and installed free of charge at key destinations to improve bicycle mobility in the community.

4.3.6 Bike to Work Week/Month

Target audience	Commuters
Primary agency	DPW
Potential partners	LACMTA, bicycle groups, local bicycle shops, large employers
Purpose	Encourage bicycling to work through fun, social activities and incentives
Resources	LAB: http://www.bikeleague.org/programs/bikemonth/ LACMTA: http://www.metro.net/around/bikes/bike-to-work/

Bike to Work Month, Week, and Day are high-profile encouragement programs intended to introduce people to bicycle commuting and impact the general public's perceptions and attitudes toward bicycle commuting. Cities, towns, and counties across the country participate in Bike to Work Week, Month, or Day. They generally rely on special events, materials, and media outreach to promote bicycle commuting.

Common elements of Bike to Work events include: Commute 101 workshops, guided commutes or group rides to increase comfort and familiarity with bicycling routes, "Energizer Stations" to reward bicycle commuters with treats and incentives, workplace/team bicycling challenges, celebrity events (e.g., County administration bikes to work with news team, bike/bus/car race), post-work celebrations, and bike-to-school events.

4.3.7 Launch Party for New Bikeways

Target audience	Residents living or working near recently completed bicycle facilities
Primary agency	DPW
Potential partners	LACMTA and other stakeholders, bicycle groups, local bicycle shops
Purpose	Inform residents about new bicycle facilities to encourage use and promote awareness
Sample Program	When a new bikeway is built, the City of Vancouver throws a neighborhood party to celebrate. Cake, t-shirts, media and festivities are provided and all neighbors are invited as well as City workers (engineers, construction staff, and planners) who worked on it.

When a new bicycle facility is built, some residents will become aware of it and use it, but others may not realize that they have improved bicycling options available to them. A launch party/campaign is an effective and fun way to inform residents about a new bikeway, and an opportunity to share other bicycling information (such as maps and brochures) and answer questions about bicycling.

4.3.8 Bike and Hike to Park Programs

Target audience	General Public
Primary agency	DPR
Potential partners	Bicycle groups, community and other stakeholders
Purpose	Promote healthy, active living by encouraging residents to bike/walk to recreational facilities

Encouraging bicycling and walking to parks is a great way to increase community health, decrease automobile congestion and parking issues, and maximize the use of public resources. DPR created the “Healthy Parks” program to work with local communities and develop health and wellness programs that reflect their diverse community needs and improve the quality of life for the community.

Elements of these type of programs typically include distributing route information, guiding rides and walks to and in parks, information kiosks, improved bicycle parking at trailheads and parks, and outreach to existing groups (e.g., boy scouts, senior groups, walking and bicycling clubs).

4.3.9 Bicycle Sharing Program

Target audience	General Public
Primary agency	DPW
Potential partners	LACMTA, SCAG and local governmental agencies
Purpose	Develop a regionally consistent bicycle sharing program for Los Angeles County
Resources	City of Washington, DC: http://www.capitalbikeshare.com City of Denver, CO: http://www.denverbikesharing.org

LACMTA will develop a working group comprised of all interested local agencies and groups in the region who will work with private partners/entrepreneurs to develop a regionally consistent bicycle sharing program for Los Angeles County. The County will be a participating member in this working group.

4.4 Evaluation Programs

Monitoring and evaluating the County's progress toward becoming bicycle-friendly is critical to ensuring that programs and facilities are achieving their desired results and to understanding changing needs. Maintaining consistent staff positions, count programs, reporting on progress, and convening community stakeholder groups are methods for monitoring efforts and for holding agencies accountable to the public.

4.4.1 Annual Progress Report

Target audience	County residents
Primary agency	DPW
Potential partners	DRP
Purpose	Provide continuous updates on the progress of the Bikeway Plan implementation
Resources	City of Seattle, WA: http://www.seattle.gov/transportation/bikeprogram.htm San Francisco Annual Report Card: http://www.sfbike.org/download/reportcard_2006/SF_bike_report_card_2006.pdf

The County will provide annual updates on the progress made toward implementing the goals, policies, and programs of the Bikeway Plan, as part of the General Plan Annual Progress Report. DPW will also develop and maintain a website pursuant to Policy 5.2, to provide more frequent updates on the progress of the Plan implementation.

4.4.2 Community Stakeholder Group

Target audience	Citizen advocates
Primary agency	DPW
Potential partners	LACMTA, SCAG, Caltrans, bicycle groups, local advocates
Purpose	Advise the County on bicycle issues
Resources	City of LA Bicycle Advisory Committee: http://www.bicyclela.org/

Create a Community Stakeholder Group pursuant to IA 5.1.1 that will oversee the implementation of this plan and provide input on bicycle issues in the County. Input from the Community Stakeholder Group will play a pivotal role in decisions made related to implementation of the individual projects and programs within the Plan. Specifically, the Community Stakeholder Group will participate in decisions made related to which projects within Phase I and/or Programs within Tier I we will implement or submit grant applications for. This group shall include representatives of each planning area, and should be composed of representatives from the unincorporated County communities, County officials, bicycling organizations, bicycling clubs, transportation agencies, universities, colleges, and community members-at-large in order to provide multiple perspectives from a broad cross-section of the bicycling community.

4.4.3 Bicycle Counts

Target audience	County staff, elected officials, general public
Primary agency	DPW
Potential partners	LACMTA, SCAG, bicycle groups, local advocates
Purpose	Gather important benchmarking information about bicycling and provide progress reports on the Plan
Resources	http://bikepeddocumentation.org/

Collect bicycle counts biennially, pursuant to IA 2.4.2 as a part of a regional effort to record bicycle activity levels. The bicycle count program will be administered biennially and capture all types of bicycle trips including trips for recreation, commuting to work and for other utilitarian purposes. Bicycle counts and assessments should also be conducted whenever a local land development project requires a traffic impact study. Funding opportunities will need to be identified to guarantee the longevity of the program.

5. Funding and Implementation



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This chapter is intended to support the implementation of the Plan's recommendations by providing the following information:

- Planning-level cost estimates for the entire proposed un-built network, presented in Table 5-2
- An overview of the implementation strategies for the proposed programs, presented in Table 5-6
- An overview of funding sources for those proposed projects, presented in Table 5-7

5.1 Program Monitoring

The Plan provides a long-term vision for the development of a region-wide bicycle network that can be used by all residents for all types of trips. Implementation of the Plan will take place incrementally over many years, and the Plan is intended to guide bicycling in the County for the next 20 years. The County shall review and update the Plan every five years pursuant to Policy 1.5 of the Plan. The following actions and measures of effectiveness are provided to guide the County of Los Angeles toward the vision identified in the Plan.

5.1.1 Update the Plan

While the Plan is intended to guide bicycle planning in the County of Los Angeles for the next 20 years, it shall be reviewed and updated every five years pursuant to Policy 1.5, to reflect the current needs of the community and enable the County to remain eligible for Bicycle Transportation Account (BTA) funding.

5.1.2 Regularly Revisit Project Prioritization

The proposed bikeways were prioritized and grouped into three implementation phases based on bicycling demand, facility deficiencies, barriers to implementation, public input, and other criteria described in detail in Appendix I. County staff shall review the projects in each phase on a regular basis, and consult with the community stakeholder group and other interested parties for prioritizing project implementation within each phase. Community input should also be sought after adoption of the Plan via the web or through community meetings, for new infrastructure or programs to improve bicycle mobility in the County, which will be reflected in future updates to the Plan.

5.1.3 Establish Measures of Effectiveness

Measures of effectiveness are used as a quantitative way to measure the County's progress toward implementing the Plan. Well-crafted measures of effectiveness will allow the County to determine the degree of progress toward meeting the Plan's goals, and include time-sensitive targets for the County to meet.

Table 5-1 describes several recommended program measures for the County. These measures were developed based on known baseline conditions. When given, goal targets are developed based on reasonable expectations within the time frame. As new baseline information is made available, and the County implements more of the Plan, the measures of effectiveness should be re-evaluated, revised, and updated. The County of Los Angeles should regularly review the progress made toward these goals.

Table 5-1: Program Measures of Effectiveness

Measure	Existing Benchmark (if available)	Target																					
Bicycle mode share	Existing County bicycle mode share estimated to be 1.86%.	Increase bicycle mode share in the County to 2.5% within 5 years.																					
Public attitudes about biking in the County of Los Angeles	A survey geared specifically toward attitudes of bikers and non-bikers should be developed.	Increase bikeway-related public service announcements and initiate education and evaluation programs for County staff and the general public within 5 years. All educational material should be accompanied with surveys to gauge shifts in opinion and general knowledge regarding bicycling in the region.																					
Number of miles of bike paths, lanes and routes maintained by the County of Los Angeles	Mileage of existing bicycle network: Class I Bike Paths – 100.3 miles Class II Bike Lanes – 20.2 miles Class III Bike Routes – 23.5 miles	Mileage of full build-out of proposed bicycle network: Class I Bike Paths – 170.9 miles Class II Bike Lanes – 286.1 miles Class III Bike Routes – 482.1 miles Bicycle Boulevards – 18.9 miles																					
Proportion of arterial streets with bike lanes	8.9 miles out of an estimated 690 miles of County-maintained arterial streets have bike lanes (1.3%).	Within 5 years, increase the proportion of arterial streets with bicycle facilities. Suggested target of 5% to spur greater bicycle commuting (an additional 25 miles of bike lanes on County-maintained arterial roads).																					
Independent recognition of non-motorized transportation planning efforts	No bicycle awards to date.	Independent recognition of efforts to promote biking within 3 years. League of American Bicyclists' Bronze Award within 8 years and Silver or Gold Award within 18 years.																					
Number of collisions involving bicyclists and motor vehicles in unincorporated areas	<table> <tr> <th>Year</th><th>Crashes</th><th>Killed</th></tr> <tr> <td>2004</td><td>272</td><td>5</td></tr> <tr> <td>2005</td><td>245</td><td>2</td></tr> <tr> <td>2006</td><td>209</td><td>6</td></tr> <tr> <td>2007</td><td>220</td><td>5</td></tr> <tr> <td>2008</td><td>220</td><td>5</td></tr> <tr> <td>2009</td><td>203</td><td>2</td></tr> </table>	Year	Crashes	Killed	2004	272	5	2005	245	2	2006	209	6	2007	220	5	2008	220	5	2009	203	2	Zero deaths or severe injuries resulting from collisions involving bicyclists and motor vehicles while increasing bicycle ridership.
Year	Crashes	Killed																					
2004	272	5																					
2005	245	2																					
2006	209	6																					
2007	220	5																					
2008	220	5																					
2009	203	2																					

Sources: NHTS (2010); US Census (2000); LACMTA (2010); SWITRS (2010)

5.2 Cost Estimates

Table 5-2 summarizes cost estimates for the proposed bikeway network recommended in the Plan. Unit cost estimates for the Plan were developed by KOA Corporation. The cost of completing the proposed bicycle network is estimated to be about \$76 million for bike path projects, \$251 million for bike lane and bike route projects, and \$0.57 million for bicycle boulevard projects, for a combined total system build-out cost of approximately \$327.6 million. Cost estimates include costs for survey and design, construction, administration, and contingencies. These costs do not include programmatic or project-level environmental review or detailed traffic studies for implementing neighborhood traffic management programs as part of on-road bikeways. Refer to Appendix H for detailed subcomponents of the unit costs.

Table 5-2: Proposed Bicycle Network Cost Estimates

Facility Type	Unit Cost (per mile)	Miles of Un-Built Proposed	Cost Estimate
Class I – Bike Path	Varies	76.7*	\$76,397,000
Class II – Bike Lane	\$40,000	78.4	\$3,136,000
Class II – Bike Lane (curb reconstruction/ raised median)	\$1,700,000	41.8	\$70,996,000
Class II – Bike Lane (widening/ paved shoulder)	\$400,000	85.1	\$34,040,000
Class II – Bike Lane (road diet)	\$165,000	68.6	\$11,318,000
Class III – Bike Route	\$15,000	88.4	\$1,327,000
Class III – Bike Route (sharrows)	\$25,000	40.0	\$1,000,000
Class III – Bike Route (widening/ paved shoulder)	\$400,000	330.3	\$132,114,000
Bicycle Boulevard	\$30,000 ³⁷	22.8	\$685,000
Totals		832.1	\$331,013,000

Source: KOA Corporation, August 2010

* This total includes 4.9 miles of on-street Class III connections for some proposed Bike Paths.

³⁷ This unit is a base cost and does not include the potential need for intersection treatments.

5.3 Implementation Plan

The following sections describe the implementation plan for the proposed bikeway network, as well as the programs recommended in the Plan.

5.3.1 Bikeway Network Phasing and Implementation Plan

Prioritization Process

The bicycle network was prioritized based on key indicators of demand, deficiencies, and implementation factors in order to guide network implementation phasing. The project prioritization was completed in a two-phase process, the first of which focused on factors related to people's propensity to use the proposed network (utility factors) and a second phase that addressed key implementation factors. The utility prioritization factors include connections to existing and proposed bikeway network; connections to key destinations such as schools, libraries, parks, recreation centers, and transit hubs; lack of existing bikeways; bicycle crashes; and community support of the proposed facilities obtained through the public outreach process.

Table 5-3 summarizes the utility prioritization factors and point values assigned to each proposed bikeway throughout the County of Los Angeles, which were developed to measure the overall usefulness and utility of the proposed bikeway projects. These prioritization factors were finalized after extensive review and input from members of the Bicycle Advisory Committee and the Technical Advisory Committee. For a more detailed description of the prioritization approach, refer to Appendix I.

Table 5-3: Bicycle Network Prioritization Utility Factors and Points

Utility Prioritization Factor	Point Range
Connects to Existing Bikeway Facility:	0 to 20
Class I Bike Path = 20 points	
Class II/III On-Street Bikeway = 15 points	
Connects to Proposed Bikeway Facility	0 or 10
Alternative Route Availability	0 or 10
Connects to University	0 or 20
Connects to Transit Station	0 or 20
Connects to K-12 School	0 to 20
High Employment Density	0 or 10
Connects to Park, Library or Recreational Facility	0 to 20
High Rate of Collisions	0 or 5
High Rate of Zero Vehicle Households	0 or 10
Public Input	0 to 10
Maximum Total Points	155

Source: Alta Planning + Design, 2011

The second phase of the prioritization process focused on implementation-oriented factors, such as project cost, project coordination, travel lane and parking removal, and other considerations. These prioritization factors are intended to measure issues, challenges, and the “degree of difficulty” of implementing the proposed

bikeway projects. Table 5-4 summarizes these implementation-oriented prioritization factors and describes the scoring process that was utilized for each factor.

Finally, the project scores from the two prioritization phases described above were tabulated to generate an overall project score for each project. All projects were ranked numerically based upon their respective overall project scores.

Table 5-4: Bicycle Network Prioritization Implementation Factors and Points

Implementation Prioritization Factor	Point Range
Project Cost was ranked as follows:	
Less than \$100,000 = 20 points	0 to 20
\$100,000 to \$500,000 = 15 points	
\$500,000 to \$1,500,000 = 10 points	
\$1,500,000 to \$3,000,000 = 5 points	
Greater than \$3,000,000 = 0 points	
Project Coordination	0 or 10
Requires Travel Lane Removal	0 or 5
Requires Reduction in Width of Landscaped Median	0 or 5
Requires Street Widening of Paved Surface	0 or 5
Requires Parking Removal	0 or 5
Maximum Total Points	50

Source: Alta Planning + Design, 2011

5.3.2 Bikeway Network Implementation Plan

The proposed bikeway projects were grouped into three phases primarily based on the overall prioritization score for each project and the anticipated available funding. Projects for which funding has already been allocated, or which are expected to be implemented in conjunction with County road reconstruction and/or rehabilitation projects may be shown in an earlier phase, regardless of their prioritization score. The implementation timeline for the three phases is shown below:

- Phase I: Projects listed are anticipated to be implemented within the first five-year period following adoption of the Plan (2012-2017).
- Phase II: Projects listed are anticipated to be implemented within the ten-year period following Phase I (2017-2027).
- Phase III: Projects listed are anticipated to be implemented within the final five-year period of the term of the Plan (2027-2032).

Table 5-5 lists the projects in Phase I. Refer to Appendix I for more information on the phasing and a list of all projects in the three phases.

Table 5-5: Phase I Projects

Segment	From	To	Class	Planning Area
N. Sunset Avenue	Amar Road	Temple Avenue	2	East San Gabriel Valley
Workman Mill Road	San Jose Creek Bicycle Path	Strong Avenue	2	Gateway
Woods Avenue	1st Avenue	Olympic Boulevard	BB	Metro
Cesar Chavez	Mednik Avenue	Roscommon	2/3	Metro
Crocket Boulevard	76th Place	83rd Street	3	Metro
Hawthorne Boulevard	104th Street.	111 Street	2	South Bay
Redondo Bch Boulevard	Prairie Avenue	Crenshaw Boulevard	2	South Bay
Madre Street / Muscatel	San Pasqual	Longden Drive	3	West San Gabriel Valley
Del Mar Boulevard	Pasadena City Limit	Rosemead Avenue	3	West San Gabriel Valley
San Jose Creek	7th Avenue	Murchison Avenue	1	East San Gabriel Valley
Normandie Avenue	98th Street	El Segundo Boulevard	2	Metro
E. 68th Street	Central Avenue	Compton Avenue	3	Metro
Maie Avenue / Miramonte Boulevard	Slauson Avenue	92nd Street	BB	Metro
Redondo Beach Boulevard	S Figueroa Street	Avalon Boulevard	2	Metro
Florence Avenue	Central Avenue	Mountain View Avenue	2	Metro
Vermont Avenue	87th Street	El Segundo Boulevard	2	Metro
Rosemont Avenue	Rockdell Street	Honolulu Avenue	3	San Fernando Valley
Budlong Avenue	N County Border	El Segundo Boulevard	BB	Metro
El Segundo Boulevard	Figueroa	Central	2	Metro
Compton Avenue	Slauson Avenue	92nd Street	2	Metro
Broadway	E. 121st Street	E. Alondra Boulevard	2	Metro
Firestone Boulevard	Central Avenue	Alameda Street	2	Metro
Imperial Hwy	Van Ness Avenue	Vermont Street	2	Metro
La Crescenta Avenue	Orange Avenue	Foothill Boulevard	3	San Fernando Valley
111th Street	Buford Avenue	Prairie Avenue	3	South Bay
Allen Avenue	Pinecrest Drive.	New York Drive	3	West San Gabriel Valley
Pathfinder Road	Paso Real Avenue	Alexdale Lane	2	East San Gabriel Valley
Vineland Avenue	Nelson Avenue	Proposed bike path	3	East San Gabriel Valley
Killian Avenue	Paso Real Avenue	Otterbien	3	East San Gabriel Valley
Paso Real Avenue	Colima Road	Pathfinder Road	3	East San Gabriel Valley
Denker Avenue	Century Boulevard	Imperial Hwy	3	Metro
Holmes Avenue	Slauson Avenue	Gage Avenue	2	Metro
Rosecrans Avenue	Figueroa Street	Central Avenue	2	Metro
Manhattan Beach Boulevard	Prairie	Crenshaw	2	South Bay
Eaton Wash Channel	New York Drive	Rio Hondo Bikeway	1/3	West San Gabriel Valley
30th Street West	Avenue M	Avenue 0-12	2	Antelope Valley
Los Padres Drive/ Jellick Avenue	Greenbay Drive	Aguirre Street	3	East San Gabriel Valley

Table 5-5: Phase I Projects (continued)

Segment	From	To	Class	Planning Area
Amar Road	Vineland Avenue	N. Puente Avenue	2	East San Gabriel Valley
W Gladstone Street	Blender Street	Big Dalton Wash	3	East San Gabriel Valley
Ford Boulevard	Floral Drive	Olympic Boulevard	3	Metro
Hazard Avenue	City Terrace Drive	Cesar Chavez Avenue	3	Metro
6th Street	Ford Boulevard	Harding Avenue	3	Metro
92nd Street E	Central Avenue	Alameda Street	3	Metro
Nadeau Street / Broadway	Central Avenue	E County Border	2	Metro
Altura Avenue	La Crescenta Avenue	Rosemount Avenue	3	San Fernando Valley
La Crescenta Avenue	Foothill Boulevard	Montrose Avenue	3	San Fernando Valley
104th Street	Buford Avenue	Prairie Avenue	3	South Bay
Marine Avenue	Gerkin Avenue	Crenshaw Boulevard	3	South Bay
Balan Rd / Annandel Avenue	Cul-de-sac s/o Pathfinder Rd	Brea Canyon Cut Off Rd	3	East San Gabriel Valley
Batson Avenue	Colima Rd	Dragonera Drive	3	East San Gabriel Valley
Nogales Street	La Puente Road	Hollingworth Street	2	East San Gabriel Valley
Pathfinder Road	Fullerton Road	Paso Real Avenue	2	East San Gabriel Valley
Fullerton Road	Colima Road	Pathfinder Road	2	East San Gabriel Valley
Whiteside Street	Hebert Avenue	Eastern Avenue	3	Metro
Seville Avenue	E. Florence Avenue	Broadway	2	Metro
Pico Canyon Rd	The Old Road	Whispering Oaks	2	Santa Clarita Valley
Normandie Avenue	225th Street	Sepulveda Boulevard	2	South Bay
Longden Avenue	8th Avenue	Peck Road	3	West San Gabriel Valley
Holliston Avenue	S County Border	Altadena Drive	3	West San Gabriel Valley
Fiji Way	0.7 Miles South of Lincoln Boulevard	Lincoln Boulevard	3,2	Westside
Fiji Way	Lincoln Boulevard	Admiralty Way	3	Westside
Elizabeth Lake Rd	10th Street	Dianron Rd	2	Antelope Valley
170th Street E	Avenue M	Palmdale Boulevard	2	Antelope Valley
Nogales Street	Arenth Avenue	Pathfinder Rd	2	East San Gabriel Valley
Pathfinder Road	Alexdale Lane	Canyon Ridge Road	2	East San Gabriel Valley
Mills Avenue	Telegraph Rd	Lambert Rd	2	Gateway
Mednik Avenue	Floral Drive	Olympic Boulevard	2	Metro
124th Street E	Slater Avenue	Alameda Street	3	Metro
Whitter Boulevard	Indiana Street	Ford Boulevard	3	Metro
Success Avenue/Slater Avenue	Imperial Hwy	El Segundo Boulevard	3	Metro
Avalon Boulevard	121st Street	E Alondra Boulevard	2	Metro
Briggs Avenue	Shields Street	Foothill Boulevard	3	San Fernando Valley
Las Virgenes Rd / Malibu Canyon Rd	Mureau Rd	Pacific Coast Hwy	3	Santa Monica Mountains

Table 5-5: Phase I Projects (continued)

Segment	From	To	Class	Planning Area
Lennox Boulevard.	Felton Avenue	Osage Avenue	3	South Bay
Daines Drive/ Lynd Avenue	Santa Anita Avenue	Mayflower Avenue	3	West San Gabriel Valley
Lake Avenue	Loma Alta Drive	S County Border	3	West San Gabriel Valley
Sierra Hwy	915' s/o Avenue	Pearlblossom Hwy	2	Antelope Valley
Mauna Loa Avenue	Citrus Avenue	E County Border	3	East San Gabriel Valley
Colima Rd	Mulberry Drive	Poulter Drive	3	Gateway
Whitter Boulevard	Ford Boulevard	Via Clemente Street	3	Metro
Imperial Hwy	Central Avenue	Wilmington	2	Metro
Alondra Boulevard	Figueroa Street	Avalon Boulevard	2	Metro
Mureau Rd	Las Virgenes Road	Calabasas Rd	2	Santa Monica Mountains
S Freeman Avenue	W 104th Street	W 111th Street	3	South Bay
S. Lemoli Avenue	Marine Avenue	Manhattan Beach Boulevard	3	South Bay
Doty Avenue	Marine Avenue	Manhattan Beach Boulevard	3	South Bay
Aviation Boulevard	Imperial Hwy	154th Street	2	South Bay
Huntington Drive	San Gabriel Boulevard	Michillinda Avenue	2	West San Gabriel Valley
Sierra Madre Villa Avenue	I-210	Green Street	3	West San Gabriel Valley
Avenue L-8	65th Street West	60th Street West	2	Antelope Valley
Willow Avenue	Amar Rd	Francisquito Avenue	3	East San Gabriel Valley
Las Lomitas Drive / Newton Street	Vallecito Drive	Hacienda Boulevard	3	East San Gabriel Valley
Los Robles Avenue	7th Avenue	Kwis Avenue	3	East San Gabriel Valley
Fairway Drive / Brea Canyon Cut Off Rd	Walnut Rd	Bickford Drive	2	East San Gabriel Valley
Glendora Avenue	Arrow Hwy	Cienega Avenue	2	East San Gabriel Valley
Ceres Avenue	Broadway	Telegraph Rd	3	Gateway
Mulberry Drive	Greenbay Drive	Colima Road	2	Gateway
Atlantic Avenue	Rosecrans Avenue	Alondra Boulevard	3	Gateway
E. Victoria Street	S. Santa Fe Avenue	Susana Road	2	Gateway
Compton Boulevard	Harris Avenue	LA River Bikeway	2	Gateway
Leffingwell Rd	Imperial Hwy	Scott Avenue	2	Gateway
Rowan Avenue	Floral	Olympic Boulevard	BB	Metro
120th Street	Central Avenue	Wilmington	2	Metro
Willowbrook Avenue	Imperial Hwy	119th street	1	Metro
The Old Rd	Sloan Canyon Road	Weldon Cyn Rd	2	Santa Clarita Valley
Duarte Rd	San Gabriel Boulevard	Sultana Avenue	3	West San Gabriel Valley
San Gabriel Boulevard/ Hill Drive	Graves Avenue	Lincoln Avenue	2	West San Gabriel Valley

Table 5-5: Phase I Projects (continued)

Segment	From	To	Class	Planning Area
Emerald Necklace Gateway	San Gabriel River Path	Park entrance (parking lot)	1	West San Gabriel Valley
San Jose Creek	Workman Mill Rd	San Gabriel River Bikeway	1	East San Gabriel Valley
Bouquet Canyon Road	Hob Ct	Elizabeth Lake Rd	3	Santa Clarita Valley
Rosemead Boulevard	Colorado	Callita Street	2	West San Gabriel Valley

5.3.3 Programs Phasing and Implementation Plan

The multitude of programs recommended in Chapter 4 are a relatively low-cost and highly effective method for promoting public awareness of bicycling and adding to the safety and enjoyment of bicyclists in the County. The programs have been grouped into two tiers; Tier I includes programs that can be implemented within a year of Plan adoption, and Tier II includes the remaining programs which are anticipated to be implemented within the five-year period following Tier I. Table 5-6 lists the programs in each tier, and provides additional information for the programs, such as the timeframe for implementation; the entity most appropriate for initiating and overseeing the program (noted as “Lead Agency”); the nexus between the recommended program with the goals, policies and implementation actions outlined in Chapter 2; and a list of potential funding sources for implementing the program.

While the majority of infrastructure projects fall within the exclusive jurisdiction of the County, many program recommendations can fall under the banner of outside agencies, local and regional nonprofit organizations and, in some cases, private sector partners. A collaborative approach to implementing and sustaining bicycling programs will contribute to the broader vision of improving bicycling conditions in the County and fostering a strong bicycle advocacy community and bicycle culture.

Table 5-6: Program Implementation Recommendations

Program	Nexus with Chapter 2	Timeframe	Lead Agency	Possible Sources	Funding
Tier I Programs					
Community Bicycle Education Courses	<i>Goal 3 – Education</i> Offer bicycle skills, bicycle safety classes and bicycle repair workshops. (IA3.1.1)	Ongoing	DPW & DPH	Center for Disease Control (CDC) - Community Transformation Grants	
Youth Bicycle Safety Education Classes	<i>Goal 3 – Education</i> Offer bicycle skills, bicycle safety classes and bicycle repair workshops. (IA3.1.1)	Annual	DPW, DPH & LACOE	Safe Routes to School – Federal and State	

Table 5-6: Programs Implementation Recommendations (continued)

Program	Nexus with Chapter 2	Timeframe	Lead Agency	Possible Sources	Funding
Bicycle Rodeos	<i>Goal 3 – Education</i> Offer bicycle skills, bicycle safety classes and bicycle repair workshops. (IA3.1.1)	Biannual. In conjunction with Bike Month events and Summer Out-of-School programs.	DPW & DPH	CDC - Community Transformation Grants	
Suggested Routes to School	<i>Goal 3 – Education</i> Create Safety Education Campaigns aimed at bicyclists and motorists. (P 3.2)	Ongoing.	DPW	Safe Routes to School – Federal and State	
Family Biking Programs	<i>Goal 4: Encouragement</i> Support organized rides or cycling events. (P 4.1)	Ongoing. In coordination with regular bicycle events.	DPW	CDC or other health grant programs	
Bicycling Maps	<i>Goal 4: Encouragement</i> Develop maps and wayfinding signage and striping to assist navigating the regional bikeways. (P 4.3)	One time with regular updates.	DPW	CMAQ - Surface Transportation Program	
Bike to Work Week/Month	<i>Goal 4: Encouragement</i> Promote Bike to Work Day/Month among County employees. (IA 4.2.1)	Annual.	DPW	General transportation fund; local donations	
Launch Parties for New Bikeways	<i>Goal 5: Community Support</i> Maintain efforts to gauge community interest and needs on bicycle-related issues. (P 5.3)	As new bikeways are built.	DPW	General transportation fund; local donations	
Bike and Hike to Park Programs	<i>Goal 4: Encouragement</i> Support organized rides or cycling events. (P 4.1)	Ongoing.	DPW & DPR	CDC - Community Transformation Grants	

Table 5-6: Programs Implementation Recommendations (continued)

Program	Nexus with Chapter 2	Timeframe	Lead Agency	Possible Sources	Funding
Community Stakeholder Group	<i>Goal 5: Community Support</i> Establish a community stakeholder group to assists with the implementation of the Bicycle Master Plan. (IA 5.1.1)	Ongoing.	DPW	N/A	
Annual Progress Report	<i>Goal 1: Bikeway System</i> Measure the effectiveness of the Bikeway Plan Implementation. (IA 1.5.1)	Annual.	DPW	N/A	
Bicycle Counts	<i>Goal 2: Safety</i> Conduct biennial counts. (IA 2.4.2)	Biennial.	DPW	Federal transportation funding, such as Transportation Enhancements or mini grants	
Tier II Programs					
Share the Path Campaign	<i>Goal 3- Education</i> Create safety education campaigns aimed at bicyclists and motorists. (P 3.2)	Ongoing. Host one event in the Summer.	DPW & DPR	General transportation fund; federal funding; can use volunteers for outreach	
Public Awareness Campaigns	<i>Goal 3- Education</i> Develop communication materials aimed to improve safety for bicyclists and motorists. (IA 3.1.2)	Every 2 to 4 years.	DPW	General transportation fund; federal funding; donations from transit agencies and advertising/media	
Bicycle Patrol Unit	<i>Goal 2- Safety</i> Support traffic enforcement activities that increase bicyclists' safety. (P 2.3)	Ongoing.	CHP, Sheriff's Dept. and local law enforcement	Law enforcement budgets	
Bicycle Light Enforcement	<i>Goal 2- Safety</i> Encourage targeted enforcement activities in areas with high bicycle and pedestrian volumes. (IA 2.3.2)	Ongoing.	CHP, Sheriff's Dept. and local law enforcement	General transportation fund; law enforcement budgets; federal funding	

Table 5-6: Programs Implementation Recommendations (continued)

Program	Nexus with Chapter 2	Timeframe	Lead Agency	Possible Sources	Funding
Valet Bike Parking at Events	<i>Goal 4: Encouragement</i> Support organized rides or cycling events. (P 4.1)	Ongoing. In coordination with annual bicycle events.	DPW	Mostly volunteer effort	
Bicycle Sharing Program	<i>Goal 4: Encouragement</i> Develop a regionally consistent bicycle sharing program for Los Angeles County (IA 4.2.4)	Ongoing.	DPW	LACMTA	
Local Partnerships for More Bicycle Parking	<i>Goal 1: Bikeway System</i> Ensure the provision of convenient and secure end-of-trip facilities at key destinations. (IA 1.4.3)	Ongoing.	DPW	General transportation fund; donations from transit agencies and local businesses	

5.4 Funding Sources

This section explores the available funding opportunities for implementing the proposed bikeway network from **Chapter 3**. It is important to note that the County will pursue funding for education, encouragement, enforcement, and monitoring and evaluation programs along with the proposed bikeway projects as implementation of the Plan moves forward. Potential funding sources for bicycle projects, programs, and plans can be found at all levels of government. This section covers federal, state, and regional sources of bicycle funding, as well as some non-traditional funding sources that may be used for bicycle projects. All the projects are recommended for implementation over the next five to 20 years, or as funding is available. The more expensive projects may take longer to implement. In addition, many funding sources are highly competitive. Therefore, it is not possible to determine exactly which projects will be funded by which funding sources. The information in **Table 5-7** below is intended as a general guide to funding sources. County staff should refer to current guidelines provided by the granting agency when pursuing any funding opportunity.

Table 5-7: Bikeway Improvements Funding Source Summary

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Federally-Administered Funding									
Transportation, Community and System Preservation Program**	Varies, generally January or February.	Federal Transit Administration	\$204 million nationally in 2009	20%	States, MPOs, local governments and tribal agencies	X	X	X	Because TCSP program is one of many programs authorized under SAFETEA-LU, current funding has only been extended through March 4 of 2011, and program officials are not currently accepting applications for 2011. In most years, Congress has identified projects to be selected for funding through the TCSP program. TAMC will need to work with AMBAG, Caltrans and Members of Congress to gain access to this funding.
Federal Lands Highway Programs**	Not available	Federal Highway Administration	\$1,019 million nationally in 2009	Not applicable	States	X	X	-	Grant funds are allocated for highways, roads, and parkways (which can include bicycle and pedestrian facilities) and transit facilities that provide access to or within public lands, national parks, and Indian reservations.
Rivers, Trails and Conservation Assistance Program	Aug 1 for the following fiscal year	National Parks Service	Program staff time is awarded.	Not applicable	Public agencies	-	-	X	RTCA staff provides technical assistance to communities to conserve rivers, preserve open space, and develop trails and greenways. The program provides only for planning assistance – there are no implementation monies available.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Partnership for Sustainable Communities	Not applicable	Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT)	Varies	Not applicable	Varies by grant	X	X	X	Though not a formal agency, the Partnership for Sustainable Communities is a joint project of the EPA, the HUD, and the USDOT. One goal of the project is to expand transportation options that improve air quality and public health, which has already resulted in several new grant opportunities (including TIGER I and TIGER II grants). The County should track communications and be prepared to respond proactively to announcements of new grant programs.
Surface Transportation Program**	Not available	Federal Highway Administration	\$6,577 million nationally in 2009	Not applicable	States and local governments	X	X	X	Grants fund projects on any federal-aid highway. Bicycle and pedestrian improvements include on-street facilities, off-street paths, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Non-construction projects, such as maps, bicycle/pedestrian coordinator positions, and encouragement programs are eligible. The modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Congestion Mitigation and Air Quality (CMAQ)**	Not available	Federal Highway Administration and Federal Transit Administration	\$1,777 million nationally in 2009	Not applicable	States and Metropolitan Planning Organizations in air quality non-attainment and maintenance areas	X	X	X	Funds are allocated for transportation projects that aim to reduce transportation related emissions. Funds can be used for construction of bicycle transportation facilities and pedestrian walkways or for non-construction projects related to safe bicycling and walking (i.e. maps and brochures).
Transportation Enhancements**	Not available	Federal Highway Administration	10 percent of State Transportation Program funds	Not applicable	States	X	X	X	Funds are a set-aside of Surface Transportation Program (STP) monies designated for Transportation Enhancement (TE) activities, which include the pedestrians and bicycles facilities, safety and educational activities for pedestrians and bicyclists, and the preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).
Highway Safety Improvement Program**	October	Federal Highway Administration	\$1,296 million nationally in 2009	Varies between 0% and 10%	City, county or federal land manager	X	X	X	Funds projects on publicly-owned roadways or bicycle/pedestrian pathways or trails that address a safety issue and may include education and enforcement programs. This program includes the Railroad-Highway Crossings and High Risk Rural Roads programs.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Community Development Block Grants	Varies between grants	U.S. Dept. of Housing and Urban Development (HUD)	\$42.8 m	Varies between grants	City, county	X	X	X	Funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Can be used to build sidewalks and recreational facilities.
Recreational Trails Program**	October	CA Dept. of Parks and Recreation	\$1.3 m in 2010	12%	Agencies and organizations that manage public lands	X	X	X	Provides funds to states for acquisition of easements for trails from willing sellers, maintenance and restoration of existing trails, construction of new paved or unpaved trails, and operation of educational programs to promote safety and environmental protection related to trails.
Federal Safe Routes to School**	Mid-July	Federal Highway Administration	Max. funding cap for infrastructure project: \$1 million. Max funding cap for non-infrastructure project: 500,000	Not applicable	State, city, county, MPOs, RTPAs and other organizations that partner with one of the above.	X	X	X	Grant funds for infrastructure and non-infrastructure projects. Infrastructure projects are engineering projects or capital improvements that will substantially improve safety and the ability of students to walk and bicycle to school. Non-infrastructure projects are education/encouragement/enforcement activities that are intended to change community behavior, attitudes, and social norms to make it safer for children in grades K-8 to walk and bicycle to school.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Community Transformation Grant	July	Centers for Disease Control and Prevention	\$50,000-10,000,000 per applicant	Not applicable	State and local governmental agencies, tribes and territories, and national and community-based organizations	X	-	X	Funding is available to support evidence and practice-based community and clinical prevention and wellness strategies that will lead to specific, measurable health outcomes to reduce chronic disease rates. Bicycle and pedestrian improvements are applicable as they encourage physical activity, which has been proven to reduce the risks of diseases associated with inactivity.
State-Administered Funding									
Bicycle Transportation Account	March	Caltrans	\$7.2 million	Minimum 10% local match on construction	Public agencies	X	X	X	Funds bicycle projects that improve safety and convenience of bicycle commuters. In addition to construction and planning, funds may be used for right of way acquisition.
California Safe Routes to School	Varies	Caltrans	\$24.5 million	10%	Cities and counties	-	X	X	SR2S is primarily a construction program to enhance safety of pedestrian and bicycle facilities near schools.
State Transportation Improvement Program (STIP)	December	Caltrans	Varies	Not applicable	Cities	X	X	X	The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources.
State Coastal Conservancy	Rolling	State Coastal Conservancy	Varies	Not applicable	Public agencies, non-profit organizations	X	X	X	Projects must be in accordance with Division 21 and meet the goals and objectives of the Conservancy's strategic plan. More information can be found at http://scc.ca.gov/applying-for-grants-and-assistance/forms .

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Community Based Transportation Planning	March	Caltrans	\$3 million	20%	MPO, city, county	-	X	-	Eligible projects that exemplify livable community concepts including enhancing bicycle and pedestrian access.
Land and Water Conservation Fund	March	NPS, CA Dept. of Parks and Recreation	\$2.3 million in CA in 2009	50% + 2-6% administration surcharge	Cities, counties and districts authorized to operate, acquire, develop and maintain park and recreation facilities	X	-	X	Fund provides matching grants to state and local governments for the acquisition and development of land for outdoor recreation areas. Lands acquired through program must be retained in perpetuity for public recreational use. Individual project awards are not available. The Department of Parks and Recreation levies a surcharge for administering the funds. The LCWF could fund the development of river-adjacent bicycle facilities.
Environmental Enhancement and Mitigation Program	October	California Natural Resources Agency	\$10 million	Not applicable	Federal, State, local agencies and MPO	-	X	X	Support projects that offset environmental impacts of modified or new public transportation facilities. These projects can include highway landscaping and urban forestry projects, roadside recreation projects, and projects to acquire or enhance resource lands. EEMP funds projects in California, at an annual project average of \$250,000. Funds may be used for land acquisition.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
State Highway Operations and Protection Program (SHOPP)	Not Available	Caltrans	\$1.69 million statewide annually through FY 2013/14	Not Available	Local and regional agencies	-	X	X	Capital improvements and maintenance projects that relate to maintenance, safety and rehabilitation of state highways and bridges.
Office of Traffic Safety (OTS) Grants	January	Caltrans	Varies annually - \$82 million statewide in FY 2009/2010	Not applicable	Government agencies, state colleges, state universities, city, county, school district, fire department, public emergency service provider	-	-	X	Funds are used to establish new traffic safety programs, expand ongoing programs, or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Evaluation criteria to assess needs include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Regional- and Local-Administered Funding									
Transportation Development Act (TDA) Article 3 (SB 821)	January	LACMTA	Varies	Not applicable	Cities and counties	-	X	X	Funds are a percentage of the state sales tax given annually to local jurisdictions for bicycle and pedestrian projects. Funds may be used for engineering expenses leading to construction, right-of-way acquisition, construction and reconstruction, retrofitting existing facilities, route improvements, and bicycle support facilities.
Metro Call for Projects (CFP)***	January	LA Metro	Varies annually	Not applicable	Public agencies that provide transportation facilities or services within Los Angeles County	X	X	X	Co-funds new regionally significant capital projects that improve all modes of surface transportation. Relevant categories include Bikeway Improvements; Regional Surface Transportation Improvements; Transportation Enhancement Activities; Transportation Demand Management; and Pedestrian Improvements.
Proposition A	N/A	LA County	Varies	Not applicable	Cities and unincorporated communities in LA County				A half-cent sales tax dedicated to transportation funding. One-fourth of the funds go to Local Return Programs. The monies help these entities develop and improve local public transit, paratransit, and related transportation infrastructure

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Proposition C	N/A	LACMTA	Varies	Not applicable	Cities and unincorporated communities in LA County	-	-	-	Revenues are allocated into categories including Rail & Bus Security; Commuter Rail, Transit Centers and Park and Ride Lots; Local Return; and, Transit Related Improvements to Streets and Highways. Supports projects and programs developed with Prop A funds.
Measure R	N/A	LACMTA	Varies	Not applicable	Cities and unincorporated communities in LA County	X	X	X	A half-cent sales tax to finance new transportation projects and programs, and accelerate many of those already in process.
Adopt-A-Trail Programs	Not applicable	Local trail commission or non-profit	Varies	Not applicable	Local governments	-	X	X	These programs used to fund new construction, renovation, trail brochures, informational kiosks and other amenities. These programs can also be extended to include sponsorship of trail segments for maintenance needs.
Other Funding Sources									
Vehicle Impact Fees	Not applicable	LA County	Not Available	Not Available	Local communities affected by development projects	-	X	-	These fees are typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce or mitigate the number of trips by paying for on- and off-site bikeway improvements that encourage residents to bicycle rather than drive. Establishing a clear connection between the impact fee and the project's impacts is critical.

Table 5-7: Bikeway Improvements Funding Source Summary (continued)

Funding Source	Due Date*	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Infrastructure	Other	Comments
Bikes Belong Grant	Multiple dates throughout year.	Bikes Belong	Not Available	50% minimum	Organizations and agencies	-	X	X	Bikes Belong provides grants for up to \$10,000 with a 50% match that recipients may use towards paths, bridges and parks.
Robert Wood Johnson Foundation (RWJF)	Multiple dates throughout year.	RWJF	\$2,000 to \$14 M	Not Available	Organizations and agencies	-	X	-	The RWJF funds aim to improve health and health care in the United States. RWJF funds approximately 12 percent of unsolicited projects. Bicycle and pedestrian projects applying for RWJF funds qualify under the program's goal to "promote healthy communities and lifestyles."

* Due dates are subject to change due to pending authorization of a new federal transportation bill.

** Program is one of many programs authorized under SAFETEA-LU and current funding has only been extended through March 31, 2012.

*** Refer to Table 5-8 for more information on eligible project types

Regional Funding Sources

LACMTA is responsible for allocating discretionary federal, state, and local transportation funds to improve all modes of surface transportation. LACMTA also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally-significant projects.

Every other year (pending funding availability), LACMTA accepts Call applications in several modal categories. Funding levels for each of the modes is established by mode share as determined by the LACMTA Long Range Transportation Plan (LRTP). As of the writing of this Plan, the Call is currently on an odd-year funding cycle with applications typically due early in the odd years. Local jurisdictions, transit operators, and other eligible public agencies may submit applications proposing projects for funding. LACMTA staff ranks eligible projects and presents preliminary scores for approval to LACMTA's Technical Advisory Committee (TAC), which is made up of members of public agencies and the LACMTA's Board of Directors. Upon approval, the TIP is updated and formally transmitted to the Southern California Association of Governments (SCAG) and the California Transportation Commission (CTC) planning agencies. The TIP then becomes part of the five-year program of projects scheduled for implementation in the County of Los Angeles.

The modal categories relevant to the implementation of bicycle projects and programs are Bikeway Improvements, Regional Surface Transportation Improvements (RSTI), Transportation Enhancements Activation (TEA), and Transportation Demand Management (TDM). Typically, funding provided for bicycle improvements under the Call comes from different sources including SAFETEA-LU, Regional Surface Transportation Program (RSTP), Transportation Enhancement (TE), and CMAQ. Wherever possible, projects from this Plan should be included as part of larger arterial improvement projects and submitted under the RSTI category. Other regional funding sources include the Policies for Livable, Active Communities and Environments (PLACE) grant, and the Regional Parks and Open Space District (RPOSD) grants. The Los Angeles County Department of Public Health's PLACE Program in 2008 awarded approximately \$100,000 per year over a three-year period to five agencies to initiate policy changes and physical projects to enhance the built environment and increase physical activity among community residents. The funded projects include bicycle plans, a Safe and Healthy Streets Plan, and several bicycle corridor improvements. The RPOSD grants program allocated \$859 million to date for acquisition, development and rehabilitation of open space, and improvement of recreation facilities to several regional agencies within the County. Grant funds from RPOSD are administered through the Specified Project, Per Parcel Discretionary, and Excess Funds Grant Programs.³⁸

Table 5-8 provides information on each of the relevant modal categories within the LACMTA Call for Projects as of 2011.

³⁸ For more information about RPOSD grants refer to: *Grant Program Procedural Guide*, June 2009. Available at http://openspacedistrict.lacounty.info/cms1_139608.pdf

Table 5-8: LACMTA Call for Projects (Bicycle Related)

Modal Category	Share of Funding*	Eligible Projects**
Bikeway Improvements	8%	Regionally-significant projects that provide access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, bicycle parking, and first-time implementation of bicycle racks on buses.
Regional Surface Transportation Improvements (RSTI)	40%	On-street bicycle lanes may be eligible if included as part of a larger capacity-enhancing arterial improvement project. Bikeway grade-separation projects may be eligible as part of larger arterial grade-separation projects.
Transportation Enhancement Activities (TEA)	2%	Bicycle-related safety and education programs. Bikeway projects implemented as part of a scenic or historic highway, and landscaping or scenic beautification along existing bikeways may also be eligible.
Transportation Demand Management (TDM)	7%	Technology and/or innovation-based bicycle transportation projects such as Bicycle Commuter Centers and modern bicycle sharing infrastructure. Larger TDM strategies with bicycle transportation components would also be eligible.

*Funding estimate is biennial (every other year) based on the approved funding from the 2009 Call.

**The discussion of eligible projects is based on 2009 CFP requirements and assumes all eligibility requirements are met and the questions in the Call application are adequately addressed. These requirements are subject to change in future cycles. County staff should refer to the latest Call Application Package for detailed eligibility requirements.

See http://www.metro.net/projects_studies/call_projects/images/2011-Call-for-Projects-Application.pdf

Under the 2011 Draft Guidelines, the following projects are eligible for Bikeways Improvement funding:

- Bicycle parking (racks or lockers); membership-based attended or unattended high-capacity bicycle-parking facility (20 spaces and above) at major destinations or transit stations (examples are: store fronts, bike rooms, or sheltered rack parking with bicycle-information kiosk).
- On-street improvements to increase bicycle access to transit hubs (see 2006 BTSP Section 3 for bike-transit hubs).
- Wayfinding and directional signage to major destinations and transit stations, as part of a larger bikeway project.
- Bike sharing programs.

- Road diet (lane reduction to add bike lanes, center left-turn lanes, and intersection improvements for bikes – be aware that this cannot be on a street that received RSTI funds to widen for car lanes in the last seven years).
- Class II bike lanes or Class I bike path projects that improve continuity to other bicycle facilities (i.e., gap closures).
- Enhanced Class III bike routes or bicycle priority streets (i.e., bicycle boulevards) that modify a roadway to prioritize bicycle throughput and divert cut-through motor traffic (treatments such as signage, pavement legends, roundabouts, diverters, curb extensions, highly visible crossings, stop signs or cross streets, etc.).
- Sharrows on identified bike routes (see Caltrans Traffic Operations Policy Directive 05-10).

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